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1. The airfield was on a plateau south of Dnepropetrovsk (35°0'E/48°28'N), Ukrainian SSR, east of a road leading to the south. All buildings were destroyed except for two hangars and a four-story building, 80 to 100 meters long, with a platform and a windcone on top.

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2. The airfield was occupied by:
 - a. 15 to 20 single-engine biplanes
 - b. 15 to 20 twin-engine aircraft with double rudder assembly, glazed and pointed nose compartment, propellers in line or slightly forward of cockpit.
3. There was intensive flying, mostly with individual planes. Formation flying with up to nine aircraft was occasionally observed.
4. Soviet civilian workers said that a pilot school was stationed at the field. Young pilot soldiers wearing golden-bordered epaulets were seen.
5. A small improvised airfield, about one km square, was on the southwestern perimeter of Dnepropetrovsk, north of the Pskh Khasi Automobile Factory. Flying with biplanes was observed.
6. A large airfield was on a plateau east of the town, on the other side of the Dnepr River. A radio tower, apparently south of the airfield, could be seen from a distance. There was intensive flying with twin-engine aircraft over the field.
7. The airfield, about one km square, was about four km south of the Dnepropetrovsk railroad station, about three km west of the Dnepr River and one km south of the PW camp. It was surrounded by open fields. Four small steel hangers for 10 to 12 biplanes each were in the western section of the field. A steel tower, 60 meters high, for parachute training, was in the northeast corner.
8. Flying with biplanes was continually practiced. Individual parachute jumps were made from the biplanes at intervals of 10 to 20 minutes. The 16- to 22-year-old parachutists, including many women, wore civilian clothes and the parachute badge.
9. The airfield on the southern perimeter of the old town section of Dnepropetrovsk was about 1.5 x 2 km and had no runways or taxiways (for location see Annex). A solid six-story building, about 20 x 150 meters, with a large gate was on the northern edge of the landing field. Two-thirds of the buildings consisted of civilian flats. The others were used by air force personnel and their dependents.

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The air force personnel wore dark blue uniforms with black-bordered, light blue epaulets. Two hangars, each about 20 x 30 meters, with vaulted corrugated sheet metal roofs were east of the six-story solid building.

10. The airfield was occupied by:

- a. 15 to 20 biplanes
- b. About 10 single-engine fighters with landing gear retracting outward; similar to the Me-109 G, believed to be an Aircobra type.
- c. Two double fuselage aircraft with two radial engines and retractable landing gear; size similar to the FW-189, speed comparatively slow.

11. Flying observed: Local flights with biplanes at day and night. Individual flights with fighters, presumably also at night. A double fuselage plane took off every day at about 6:30 a.m. and between 3 and 4 p.m. It flew higher than 4,000 meters.

12. A tower higher than all surrounding buildings was in a park, about 500 meters west of Sadovaya Street which was a by-street branching off to the south from Karl Marx Prospect. Uniformed parachutists trained jumping from the tower.

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Comment:

a. This is the first post-war report on airfields near Dnepropetrovsk. According to war-records three airfields existed there:

(1) An improved home field 12 km south-southeast of Dnepropetrovsk, two km west of the Dnepr River.

(2) An airfield on the southwestern town perimeter which was improved during the war.

(3) An improved airport south of Osipovka.

b. Although some of the statements on the location of the airfields are inaccurate, most of them seem to refer to the airfield on the southwestern town perimeter.

c. From the reported observations the airfield is assumed to be occupied by a pilot and parachute school, possibly a Dosav unit.

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d. No information has been received on the two military main airfields south and northeast of the town. Only one source (para 6) indicates an air unit occupying the northeast airfield. Further reports are required to determine the exact occupation of the field.

1 Annex: Dnepropetrovsk Airfield.

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